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SECURITY INFORMATION

INFORMATION REPORT

REPORT

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SUBJECT Ship Construction and Repairs at Mathias Thesen Werft (MTW), Wismar

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THIS IS UNEVALUATED INFORMATION 50X1-HUM

1. The progress of shipbuilding (Type I and Type II ships)

- a. Statements made at a production meeting held at the Mathias Thesen Werft (MTW) on 28 August 1952 repeated the statements made at the production meeting of 17 July regarding the reasons for the delays in construction. The work on both types, it was declared, was hampered by irregular deliveries of raw materials, the incomplete state of the presses, the lack of cable cranes on the slips, failure to complete the pre-assembly halls, and defects in the cranes in the shipbuilding hall.

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- b. The state of completion of shipyard No. 10,000 on 20 August 1952 should have been 24.6%, but was 24.2%.

The construction of river passenger ships

- a. A meeting called by H. V. Schiffbau, Berlin, was held at MTW on 23 September 1952 to discuss the building of river passenger ships. Attending the meeting were representatives from the following:

H. V. Schiffbau (Mehnert, fnu)
S.K.K.D. (Merkulov, fnu, the head of the technical office for the construction of vessels for river and inland waterways, Konoshevich, fnu, his deputy, and Shcheremin, fnu, from the same office)
Warnowwerft, Warnemuende
MTW
The Department of Inland Waterways
The Central Construction Bureau, Warnemuende
Bau-Union, Wismar
Bleichert und Co., Sag Transmasch (Sammet, fnu)
The Ministry for Machine Construction (Krause, fnu)

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- b. The meeting, which lasted nearly five hours, was opened by Mehnert, who announced that 65-meter river passenger ships were to be built at Warnemuende and 95-meter river passenger ships were to be built at MTW.
 - c. Discussion at the meeting disclosed that the building of these vessels at both Warnowwerft and MTW depends on the speedy erection of the necessary cable crane installation work entrusted to Bleichert und Co., Leipzig. The Bleichert firm is unable to proceed without the requisite raw materials, for which it contacted Minister Gerhard Ziller. However, representatives from the Ministry informed Bleichert und Co. that it should procure raw materials from its subcontractors.
 - d. The completion dates for the cable crane installations were established as 1 February 1953 for MTW and 15 March 1953 for Warnowwerft.
 - e. As for the vessels, it was stated that work began on the first 95-meter model on 1 September 1952, then ceased on account of the lack of materials. If, however, the cable crane installation is finished by the scheduled date, this vessel should be ready for trials by 15 May 1953.
 - f. A meeting was to take place at Bleichert und Co. on 26 September 1952, at which all subcontractors, representatives of the Ministry for Machine Construction, Warnowwerft, and MTW, would be present to discuss the question again.
3. The refitting of Russian vessels

- a. The KOOPERATSLIA left for Murmansk on 20 September.
- b. The MOZHAISKI

- (1) At a meeting held at MTW on 26 August 1952, it was declared that the date of completion (30 November 1952) must be met.
- (2) The general state of completion then stood at 65.2% (should have been 73.5%) but in many instances, for specific tasks on the ship it was considerably less, as, for example,

| | | | |
|----------------------------------|-----|------------------|-----|
| Electrical work | 33% | should have been | 58% |
| Boilers | 42% | " " " | 55% |
| Tanks | 41% | " " " | 50% |
| Auxiliary motors (above deck) | 56% | " " " | 70% |

In addition, deliveries of essential parts were behind schedule.

- (3) Three diesel engines were delivered by Buckau-Wolf and will be fitted as soon as the engine room is ready.
- (4) According to information received from the Ministry for Machine Construction, two generators should be delivered on 15 September 1952. No delivery date for the other two could be established, as no firm had yet been found which could forge the shafts.
- (5) The amount of incomplete electrical work is a result, in part, of outstanding deliveries of equipment from VEM.

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c. The LENSOVIET

In general, work has proceeded according to plan on this vessel, which it is hoped to bring to at least 55% completion in 1952.

d. The VORONETS, the VOLOGDA and the ZESTRONEK are, in spite of previous reports to the contrary, to be refitted at MTW.

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1. Comment: Not further identified.

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